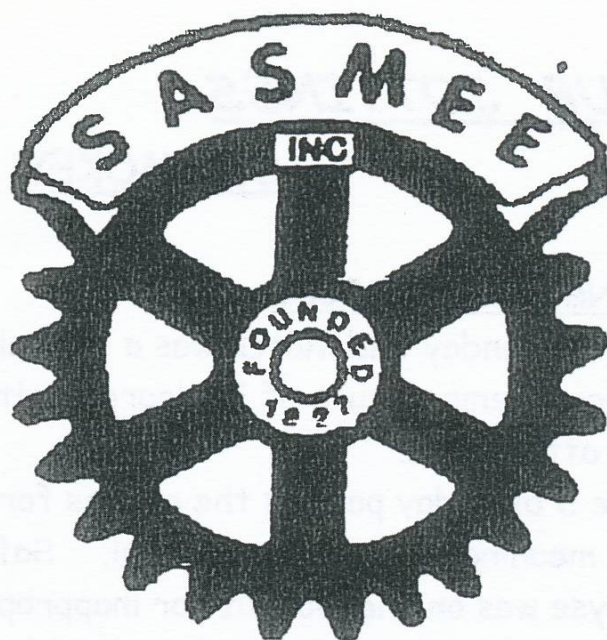




S. A. S. M. E. E. Bulletin

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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1927 ~ 2008

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THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC

JUNE 2008

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CLUB JOTTINGS

By SMOKEY

AUTUMN RUNNING MARCH 2008

The public field day on Sunday 2nd March was a typically average sort of day with a warm temperature of 31 degrees with some 12 locos and 8 boats in attendance.

Although there were 5 birthday parties the queues for train rides were not long, meaning rides were plentiful. Safety Officer Michael Moyse was on the lookout for inappropriate footwear and a number of people corrected the problem before entering the grounds whilst others claimed they would not be riding trains. It was good to see a large number of boats on the pond being powered by steam/motor /sail. Operators were Norm Kernich, Bob Smith, Malcolm Ambler, Alan Wallace and Gerry and Mary Turner.

Looking after the canteen was Jean Clark, Helen Greenslade and Margaret Lewis.

The steamhouse was all fired up and the staff consisted of Ralph Ollerenshaw, Bob Scanlan, Ian Foster and David Eustice.

SASMEE PARK 5"g.

Station attendants Don Awalt, Ian Clark and Brian Greenslade dispatched the following trains:-

4-4-0 Virginia #5491	Brad Cottle.
0-6-0 Speedie	Robin Wallace.
2-8-0 Nigel Gresley#456	Bryan Homann.
2-8-0 Nigel Gresley#457	Simon Lindsay.
2-8-4 SAR720 class #720	John Mere.
0-6-0x2 Kitson Meyer#34	Graeme Driscoll.
----- Heisler	Michael Tingay.

MILLSWOOD 7.25"g

Station attendants Andrew Mottram, Alan Brabham & Alex Mitropoulos dispatched the following trains:-

0-6-0 Koppel	Glen Templeman.
0-4-0 Dolgoch #2	Barry Dunstan.
0-6-0 Simplex #10	John Lewis.
0-4-0 Harry [FIT]	Bert Francis.

Bert's new loco [see following article] sheared a taper pin on the LHS eccentric crank causing the rear wheels to lock up which resulted in the loco being manhandled from the track. This was not a major disaster and no doubt it will be repaired well before the next running day.

NEW LOCOMOTIVE

Another meticulously constructed loco has rolled out of the Francis works at Findon, in 7.25" g. Bert's latest creation has taken the form of a 0-4-0 dockside type shunter and comes painted in the colour "Delicious Red" and goes by the name of "Harry". It took approximately 21 months to build and for the technically minded it has Walscharts reversing gear, a bore of 2" and a stroke of 3". The boiler is of copper, fully silver soldered and superheated.

It had a test run [you could say flight!] on Wednesday 27th February and the passengers certainly had a thrilling ride. Bert was very pleased with the outcome, and "Harry" certainly looks to be a regular performer at SASMEE run days.

APPROPRIATE DRESS CODE

Members would be well aware, via Bulletin and General meetings, that SASMEE has a zero tolerance to inappropriate footwear when riding trains, that is to say uncovered footwear such as the many varieties of sandals/thongs and the like.

Members themselves are reminded that they also must wear totally enclosed footwear when engaged on any duties on Public Field Days, and could be any of the following:-

Train Drivers.

Guards.

Station Attendants.

Safety Officer.

Steam house Staff.

Boat Pond Operators.

Canteen Staff.

Gate House.

We should all be seen by the Public to be practicing what we preach.

With regard to clothing, the club asks that you be neat and tidy
--- Blue overalls/ Dust coat is preferable and if you have a
SASMEE name tag please wear it.

NEW MEMBERS

Since the last Bulletin the following new members have been
welcomed to the Club:-

Campbell Fletcher.	Full Member	Elected April 2008.
Bryon Varley.	" "	" " "

S.A.R. UPPER QUADRANT SIGNAL.

The 2 faded upper quadrants of the "Heritage" absolute electric
signal were removed and repainted by Radke Painters, to their
former glory and recommissioned on the PFD of March 2008.
This South Australian Railways relic, dating from the early
1920's to 1988 would have to be the only one left of its type still
operated by train movements in S.A.

Members will recall that some years ago we incorporated it in
with our own 12v. system in that it is actuated with each
departure of a train from Millswood Station. Must take a
reading of the meters attached to the motors to see how many
train departures have occurred -- must be thousands -- will
report on this later on.

MEMBER MOVEMENT.

Member John Lyas has "pulled the plug" with his employment at
the railyards at Islington and taken up employment, along with
member John Mere, handling giant ore trains in the Pilbara
Region, W.A. Hopefully his rostered time off will sometimes co-
incide with our PFD's. John commences his new employment in
early March and SASMEE wishes him every success in his new
venture.

HEAT WAVE

As at 17-3-08 Adelaide had experienced 15 consecutive days with
temperatures exceeding 35 degrees, beating all previous March
records and making Adelaide the hottest city in Australia.
Saturday, 15th March would have been our normal PFD, however

as the forecast was for 38 degrees, the General meeting on the preceeding Tuesday voted overwhelmingly to cancel it. It certainly makes no sense to operate in extremely high temperatures.

STORM DAMAGE

On Thursday 3rd April Adelaide experienced some stormy weather resulting in very high winds and a small amount of rain which necessitated many emergency calls to the S.E.S.

SASMEE sustained minor damage when a large tree in the croquet club blew down onto our property taking the chain wire fence with it. This is, in fact the fourth tree to blow down on to our property from the croquet club. We feel that this because of all the ground water they receive from the sprinklers causing shallow root growth.

The Unley City Council were quick to come and clean up the mess, with the fence awaiting their attention, hopefully in the very near future.

ENTERTAINMENT

SASMEE recently had some 1200 feet of archival 8mm movie film transferred to DVD format. The period covered 1988 through to 1992 and for entertainment purposes was divided into 2 parts, with the first part [approx 50 mins] shown at the March General Meeting.

A lot of members were quite surprised to see themselves some 20 years ago, and the Club grounds certainly looked a lot different too. In General everyone thought that preservation of the Club's history was well worthwhile.

The April General Meeting was equally entertained by part 2 of the archival films.

At the May meeting Barry Dunstan presented a 60 minute video on American Giants of Steam in the twilight year of 1956.

Featured were captivating sequences of Big Boys, Challengers and the famous GS series which predominated the S.P daylight trains. Great Stuff!!!

AUTUMN RUNNING APRIL 2008

What a day!!!! Sunday PFD 6th April certainly eclipsed our previous record set some 18 months previous. With the ending of daylight savings time and a perfect sunny day of 27 degrees it was estimated some 700 patrons converged on SASMEE, hell bent on having an enjoyable afternoon with no less than 11 birthday parties to boot.

With no less than 16 locos in attendance it's no wonder that SASMEE was pushed [almost] to its upper limits and full marks to all members in attendance for ensuring a trouble free show in all respects. Showdown 24 between the Crows and the Power obviously had no effect on us. [Crows won incidentally!]

SASMEE received 2 visitors from a similar club in the U.K. [names unknown] and member Eric Hill from the Wagga Club in N.S.W. who was enjoying a week's holiday in S.A.

We were also paid a visit by a member of the Unley City Council who conducted a survey of our operations in relation to our renewal of our lease.

Apparently she was quite impressed with the size of the crowd and our professionalism. The boat pond, freshly topped up played quite a host to the many onlookers with water craft operated by Norm Kernich, Bill Weste, Bob Smith, Daniel Lyas, Alan Saunders and David Chaplin.

The Steam House was popular with many people encamped adjacent thereto.

The canteen staff of Jean, Margaret and Susanne were flat out all afternoon with a continous lineup waiting to be served. All the verandah seating was jammed packed with people eating and just watching all the trains go by.

Mr Cool [Jack Davey] at the gatehouse certainly needs a commendation for failing to buckle under pressure in co-ordinating the many many names on the Birthday party lists.

On a day with such a huge crowd, naturally inappropriate footwear will creep in, however SASMEE's policy of zero tolerance prevents such people from riding on our trains.

SASMEE PARK STATION 5"g

The following trains operated:-

4-8-4 SAR 520 class #523	John Lyas.
2-8-4 SAR 500 class #509	John Mere.
2-8-2 D&RGW Mudhen#453	Peter Hoyer.
0-6-0 Schenectady	David Hawkins.
2-8-0 Nigel Gresley#456	Bryan Homann.
0-6-0x2 Kitson Meyer#34	Graeme Driscoll.
Steeplecab Electric	Michael Moyse.
Heisler	Michael Tingay.
0-4-0 [3.5"g] Juliet#1965	Alan Wallace.

John Lyas and John Mere are now permanently employed driving trains over in the Pilbara Region W.A. and as luck would have it they both had their rostered off period at the same time, came home to S.A. and chose to drive their steam locos at SASMEE, so there is dedication for you!! Thanks Guys.

MILLSWOOD STATION 7.25"g.

The following trains operated:-

0-6-0 Simplex#10	John Lewis.
0-4-0 Dolgoch#2	Barry Dunstan.
0-4-0 Harry [FIT]	Bert Francis.
0-6-0 Hunslett [FTR]	Ian Thomas.
0-6-0 Koppel	Glen Templeman.

Bert Francis's loco, Harry, had a recurrence of the problem sustained on the last run day whereby the RHS valve locked up preventing movement of the loco on the track.

The breakdown train hauled by Dolgoch attended the scene whereby Harry was manually lifted on to a flat wagon and railed back to loco whereby the source of the problem was located.

Due to heavy passenger loading Koppel added a further 2 carriages for a total of 4 with Mitchell Templeman as guard.

On show was a rake of meticulously constructed 4 wheelers manufactured by Ian Thomas. These wagons would each carry one passenger and the main features were air brakes, solar panel for battery charging, and also a small fridge to carry driver comforts. The wagons are painted green and black and come

with brass number and name plates.

Unfortunately, for safety reasons pertaining to SASMEE terrain, only bogie straddle type cars are permitted to run on public field days.

SAFETY IN THE 5"6 TUNNEL.

In conducting Public Field Days safety is of paramount importance and to this end SASMEE's duty of care to its patrons is now as good as we could possibly get.

Through various mediums e.g. meetings and Bulletins, members are well aware of speed limits, whistle signs, carriage accreditation, signals and track advisory signs.

The 5"6 tunnel is now equipped with a device whereby a loco driver in trouble may signal his predicament by simply pulling a sleeper attachment cord which runs the tunnel length. This will activate a red strobe light and alarm at the tunnel entrance notifying all and sundry that a problem exists. Of course all oncoming trains will be stopped at the appropriate signal, which has always been the case.

In the last 30 years there has never been a significant incident involving the tunnel but it is always better to be safe than sorry. It can be said if the alarm never gets used then it was well worth the money.

Many thanks to Alex Mitropoulos for adapting the idea into practise.

AUTUMN RUNNING APRIL 2008.

What another ripper of a day!!!

With a warm temperature of 26 degrees the Saturday 19th April PFD was as also a memorable one with some 9 birthday parties in attendance making for a huge crowd albeit with only half of the motive power which attended our previous PFD.

The boat pond was almost devoid of water craft with the only attendees being Mary and Gerry Turner, The steamhouse area had 2 very large parties encamped nearby and staff of Ralph, Bob, John and Ian were bombarded with questions from interested onlookers.

SASMEE PARK 5"G

Station attendants Ian Clark, Mitchell Templeman and Bred Cottle dispatched the following trains:-

0-6-0 Schenectady	David Hawkins.
0-6-0x2 Kitson Meyer#34	Graeme Driscoll.
4-6-0 SAR "N" class	Bob Smith.
4-8-4 [3.5"g] UP FEF #846	Brad Cottle.
0-4-0 [3.5"g] Juliet#1965	Alan Wallace.
----- NSW 422 class D/E	Malcolm Ambler.

MILLSWOOD 7.25"G

Station attendants Alan Brabham and Alex Mitropoulos were busy dispatching the following heavily worked trains which could not put on extra cars because of lack of guards.

0-4-0 Harry	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.

LOSS OF LOCO WATER.

It was discovered on the PFD 19-4-08 [Saturday] that all of the loco water in the water tank by the workshop had completely drained out somewhere into the ground via a leaky or broken pipe. It was on the cards that a new service would have to be laid in the very near future, however recent "fiddlings" to try and source the problem have only exacubated the problem whereby we now have a major problem.

At the working bee on Wednesday 23rd April numerous inspection holes were dug locating the white plastic water piping and checks were made as to its state of repair.

This piping was laid many many years ago and through datum points painstakingly worked out by our surveyor, Des Goedecke, locating the water service was not that difficult.

Just when we thought thta the leak would not be found it was discovered that one of the inspection holes, dug by John Lewis was filling with water.

It was revealed that a previous repair, only metres from the water tank by the workshop had failed, this was duly repaired on Saturday 26th April. Further testing of the service indicated a minor leakage still and a decision will have to be made whether to

live with it or lay a whole new service which will be a major job. You will be informed of the outcome.

LOCO PURCHASES

Brad Cottle is now the proud owner of a 3.5"g 4-8-4 Union Pacific FEF loco built in the mid 1980`s by late member Max Blackwell of Broken Hill, N.S.W.

Brad made the trek interstate in early April to retrieve the model which apparently had been put on the market. It was first run by Max on his home track in 1987 and has not had a great deal of use.

The copper boiler was constructed under the auspices of SASMEE inspectors and accordingly our Bill Coles had no difficulty in issuing a ticket for 3 years.

Track testing at SASMEE began whereby 5 carriages were hauled with apparent ease thus demonstrating the excellent haulage capabilities of this huge 3.5"g locomotive.

The engine and tender livery is green with the smokebox standing out in silver with loco number and road name in yellow -- very smart looking indeed.

For the technically minded the following details may be of interest,

Boiler of copper -- silver soldered--combustion chamber.

Bore 1.625" ---Stroke 2.750"

Boiler pressure --100psi ---Driving wheels 5" diam.

Hydrostatic lubricator ---Steam operated power reverse.

Twin water pumps --- steam brakes on the tender.

One injector --- Loco length 7 feet 1 inch

Hope to get some photos in the Bulletin in the near future.

CANTEEN FREEZER.

For many many years, maybe 20? Peters/Nestle have supplied, free of charge, a five foot long freezer for storage of ice creams etc.

With the passage of time this unit has become less efficient resulting in the ice creams and other iced confectionary not being kept sufficiently cold enough --- in other words the freezer has passed its useby date. Our canteen manager, John Lewis, after

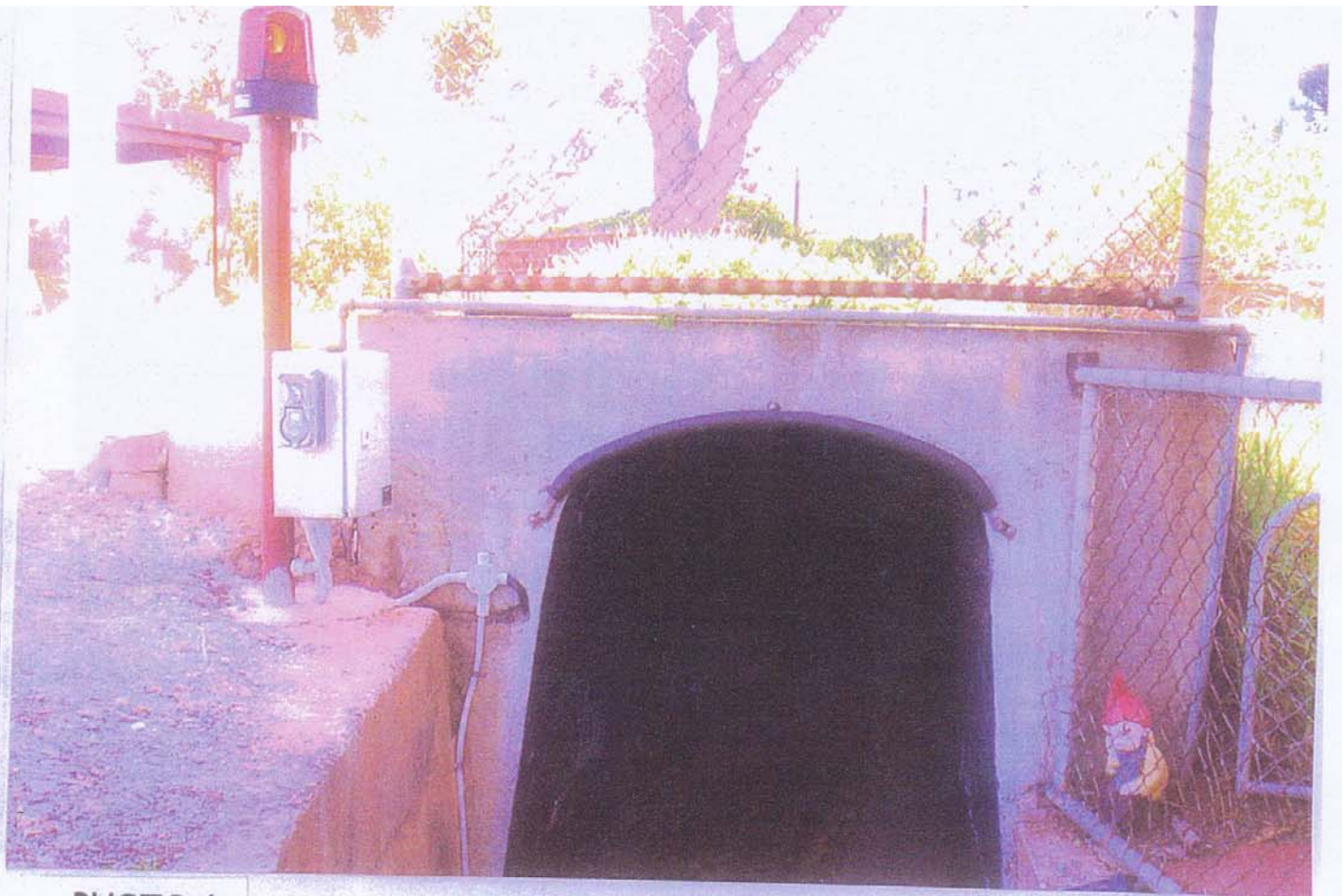


PHOTO 1

PHOTO 2





PHOTO 3

PHOTO 4





PHOTO 5

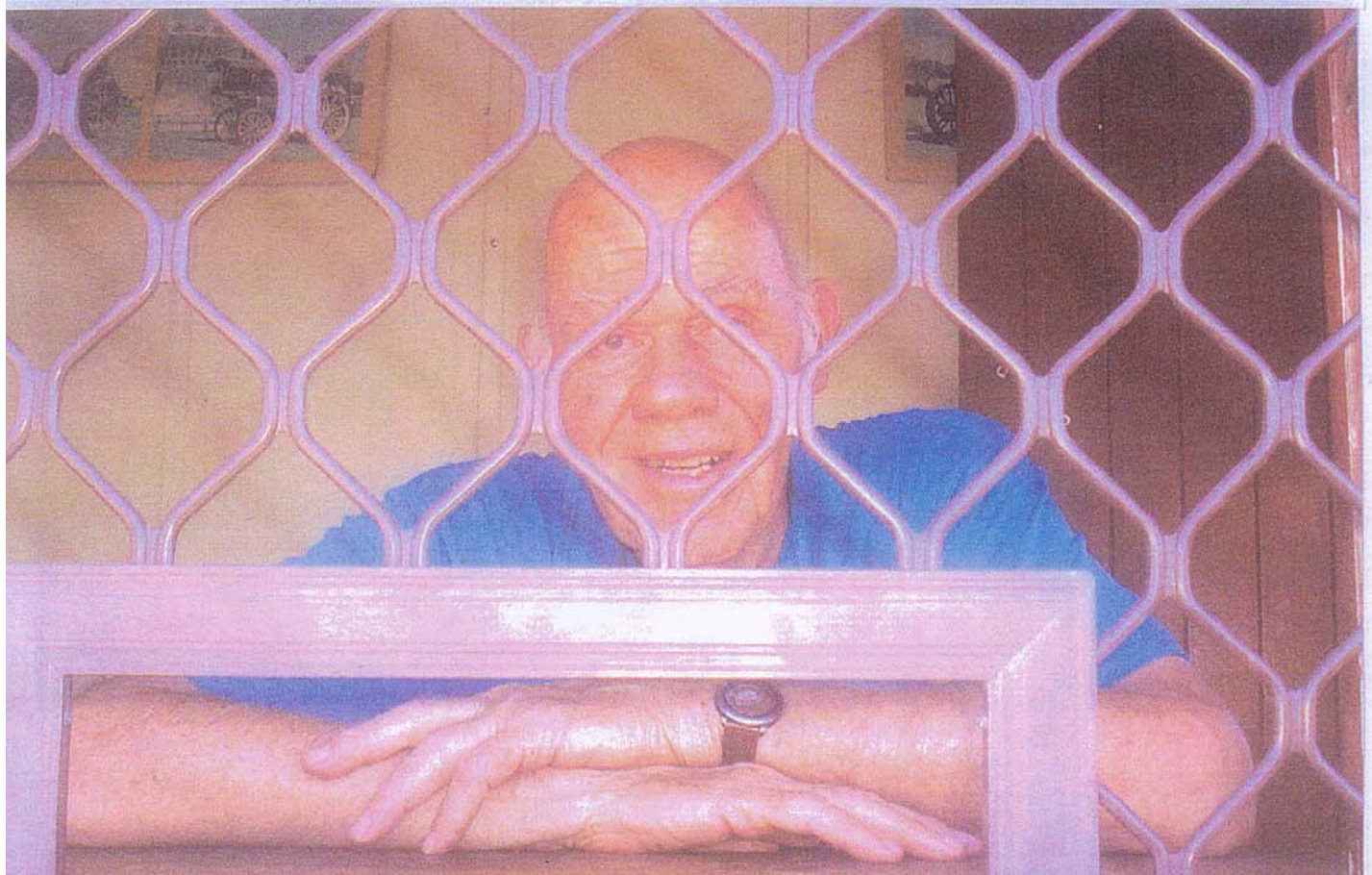
PHOTO 6





PHOTO 7

PHOTO 8



protracted discussions with Peters/Nestle [and opposition Streets] managed to secure a new four foot long freezer which has now solved the problem.

Many thanks John, the new one should see us right for some time to come.

SAFETY VALVE RUN

This popular annual event is scheduled for Saturday, 28th June.

[fourth saturday] Bearing in mind that the loco **efficiency** trials will be skipped this year [next one is in 2009]

The gates will open mid afternoon and locos may run until late at night or what ever is agreed upon.

As usual the evening meal of Villis pies, pasties, sausage rolls and pizza hut pizzas will be provided to all who register.

Mark the date in your diary as a good days/night`s fun is assured. Remember --- white light at front, red light at rear is mandatory when running after dark.

AUTUMN RUNNING MAY 2008

Well this would have to be the "Hat Trick" --- Three ripper field days in a row.!!!

With a mild 22 degree day the runday for Sunday 4th May kept everyone very busy with the public continuing to pour in until a quarter to three and boasting something like 11 birthday parties, which are turning out to be very popular. Not popular is the amount of garbage that they leave behind and this is of some concern as our resources in this area are very limited.

It was good to see life member Len Peckham paying SASMEE a visit -- we dont get to see much of him nowadays. A couple of other members who we don`t see because of the nature of their employment, firstly Peter Homann who was with Pacific National, as a loco driver, now working back in Adelaide with Genesee & Wyoming, secondly, Tony Dibell who was in Adelaide on holidays. Tony is now a loco driver in Sydney working for Southern Shorthaul, or is it Silvertown something?

With recent rain and a bit of help from the bore the boat pond was choc a block and crystal clear with the Comets [fish] visible right out in the middle. An excellent array of boats plyed the

pond operated by Bob Smith, Norm Kernich, Bill Weste, David Chaplin, and Mary and Gerry Turner.

The canteen area was heavily populated with Jean, Margaret, Sandra and Dawn kept very busy.

It was good to see Barbara Beal's souvenir table of goods back again after many years' absence. The good variety of books and loco driver's hats should be very popular with children.

The steam house, manned by Bob Scanlan, Ralph Ollerenshaw and David Eustice was very popular with 2 parties nearby -- many questions asked no doubt.

Fourteen trains were in operation which managed to keep the lengthy queues at the 2 different stations moving along, with an estimated waiting time of 30 minutes. No one seems to complain.

SASMEE PARK STATION 5"6

Station attendants Brian Greenslade and Don Awalt dispatched the following trains:-

2-8-0 Buffalo #8307	Brad Cottle.
2-8-2 D&RGW Mudhen#453	Peter Hoyer.
4-8-4 SAR 520 class#523	John Lyas.
4-8-4 SAR 500 class#509	John Mere.
4-6-0 LMS Black Five#5073	Alan Wallace.
0-6-0 Simplex	Len Redway.
0-6-0 Schenectady [FIT]	David Hawkins.
0-6-0x2 Kitson Meyer#34	Graeme Driscoll.
----- Heisler	Michael Tingay.
----- Steeplecab Electric	Michael Moyse.

Unfortunately David Hawkins had to retire Schenectady due to injector problems.

During the afternoon 523 and 509 double headed with Daniel Lyas as guard which made for some interesting working.

MILLSWOOD STATION 7.25"6

Station attendants Alan Brabham, Andrew Mottram and Alex Mitropoulos dispatched the following trains:-

0-6-0 Simplex#10	John Lewis.
0-4-0 Dolgoch#2	Barry Dunstan.
0-6-0 Koppel	Glen Templeman.
0-4-0 Harry	Bert Francis.

Due to the long queue of people awaiting a ride, Koppel increased

the consist from 2 to 4 carriages with Mitchell Templeman and Andrew Mottram alternating as guards.

With the huge crowds we have been getting lately [estimated up to 700 people at a time] it must be said that the SASMEE operating staff are to be congratulated for the dedication and diligence to the hobby which has given so much fun and joy to thousands of patrons, and in a safe environment too!!

WINTER RUNNING MAY 2008

They say all good things must come to an end and that happened for the PFD Saturday 17th May. Following a long dry spell, and as promised by the weather forecasters, the heavens opened up and dumped some 30mm of rain over the Adelaide area with in excess of 50mm in the hills, all of this the day before our run. Saturday was cold and mostly sunny, 15 degrees and forecast of further rain and this would have accounted for a measly turnout only taking \$229 at the gate.

Only one birthday party was noted, set up adjacent to the steamhouse and bombarded Ralph, Bob, Ian and John with plenty of questions regarding the fullsize working exhibits. The rest of the grounds were devoid of people and queues at both stations were non-existent which meant rides were aplenty.

Some patrons, in an effort to avoid the windy conditions, stayed in the verandah area and made good use of the canteen facilities meted out by Margaret, Jean and Dorothy. Barbara Beal reported souvenir sales were poor. The only boats to operate on the choppy waters of the boat pond were operated by Norm Kernich and Malcolm Ambler.

SASMEE is always keen to welcome kindred club members and this day Graeme Driscoll brought along a visiting member from Wandong Live Steamers in Victoria, by the name of Peter Thomson. Peter advised that their club membership is currently 28 and one mile [1.6km] of 5" gauge track has been laid with many sidings included. He used to own a 5" gauge VR "K" class loco which he sold off and is now building a VR "R" class loco also in 5" gauge. Peter was quite taken with some of the safety features of our system.

More than adequate power was on hand to handle the traffic, and

was as follows:-

SASMEE PARK 5"G

0-6-0x2 Kitson Meyer#34

2-8-0 Nigel Gresley#457

0-6-0 Schenectady

MILLSWOOD 7.25"G

0-4-0 Harry

0-6-0 Simplex#10

0-4-0 Dolgoch#2

Graeme Driscoll.

Simon Lindsay.

John Beal.

Bert Francis.

John Lewis.

Barry Dunstan.

TREES

One of the most notable aspects of our club is the beautifully maintained park setting complimented by the numerous species of fully grown trees and lush lawns which no doubt make it the best of its type in South Australia.

A dedicated bunch of members toil every Wednesday to maintain the park in tip top condition, not only for our benefit but for the public too.

With safety in mind an audit of all of our fully grown trees is taken from time to time, the most recent being in May 2008.

"Branching Out Tree Services" were contracted to assess all of our trees, resulting in one tree, a wattle being removed on account of termite infestation and numerous other trees being pruned.

Members will notice that the cedar trees along the walkway to SASMEE Park Station have been pruned of all dead wood and crossing branches.

SOME SASMEE HISTORY

August 1974.

SASMEE decided to run on the 1st Sunday in the month in addition to the Saturday run.

January 1975.

The Darwin Cyclone Relief Fund pfd drew an estimated 3000 patrons and ran on till 5.30pm to complete train rides. There was much TV and Radio promotion of the day.

June 1975.

SASMEE membership stood at 141.

September 1999.

Town and Country Drilling Services sunk and commissioned SASMEE's bore to service our lawns and particularly the boat pond.

With no more excess water bills the bore paid for itself in a very short time.

RAILWAY QUIZ

Q. What is the main characteristic of the "Box Pok" driving wheel?

Answer in next Bulletin.

Answer to Quiz.----- Last Bulletin.

Q. What was the name given to spoil excavated from the Goodwood Subway? [Correction -- not Station]
Clue -- if you rode a bicycle you will know.

A. The "Goodie Bumps"

FLEXITY CLASS TRAM TRIP.

By Barry Dunstan

Social Organiser.

Remember the "H" class tram charter trip back in 2002?.

What a trip that was Eh!!?

With veteran motorwoman, Jean Nisbet at the controls she managed to extract the maximum effort out of the old girl which was approaching 75 years of age. With the boomgates flashing by we made it from Brighton Road to the City in 13 minutes, and on the old track too. Try it in your car and just see how long it takes.

Enquires have been made with TransAdelaide regarding visiting the Glengowrie Tram Depot again, with a depot tour and a tram trip extending on the new section to City West.

This time it would be in the new Flexity tram. These trams are very controversial, so here is your chance to judge for yourself.

It is envisaged to run the trip in daylight saving time on the 3rd Tuesday in November, commencing at Glengowrie at 7pm. SASMEE will sponser the trip for members and immediate family.

Please contact Barry Dunstan on 8248 4843 to register your interest or signify same when attending the monthly general meetings.

VALE -- MICHAEL TARRY -- 1958-2008

It is with sadness that members are advised of the sudden death of Michael on Saturday 10th May, 2008 Of suspected heart failure.

Over the last three years or so Michael has suffered from several major health problems, and gradually declined over the last 6 months.

Michael was cared for by John and Barbara Beal, particularly David Hawkins with whom he shared house.

In his better health days Michael successfully operated a window cleaning business then became a very good driver for "Buses R Us" including the school bus and elderly people outings.

Trains were a feature in Michaels` s life and he subsequently joined SASMEE in 1987 and latterly operated a 5"g AN 930 Class D/E loco. He also had an association with Pichi Richi Railway at Quorn.

Michael will be remembered for being an unassuming gentleman who never ha d a bad word to say about anyone.

PHOTO GALLERY

Photo 1

The 5"g tunnel alarm system typified by the red strobe light and alarm. 30/4/08

Photo 2

The simple micro switch which is activated by loco driver`s pulling on the cord. 30/408

Photo 3

Micro switch cover in place. 30/4/08

Photo 4

Graeme Driscoll sits proudly astride his new 5"g German prototype loco No 191001 14/5/08

Photo 5

No 19001 gets underway witha load. 14/5/08

Photo 6

Michael Moyse driving his BUDD Railcar.
pfd 16/2/08

Photo 7 The steamhouse boys are a happy bunch, namely,
Ian Foster, Bob Scanlan, Ralph Ollerenshaw and
John Weidenhofer. pfd 16/2/08

Photo 8

No, Jack Davey is not in jail, merely waiting for the first patrons to arrive at the gatehouse. pfd 16/2/08

Photos 1 ----- 8 by Barry Dunstan.

OTHER THINGS

By Bill Coles, Editor.

As would happen when I compiled this Bulletin I found the usual problem of blank pages, which other than publish blank pages, filling them up with readable subjects makes good sense.

This Bulletin has /is causing a few challenges, it goes as follows. Arrived home from holidays on Tuesday 27th May. realised that we publish a June Bulletin. [Due 10th June meeting.] For comfort sake 3 weeks lead time is usual for compiling and printing etc.

Rang "Smokey" to discuss the need to obtain the Bulletin "copy". By arrangement Jack Davey picked up and delivered the hand written "copy" to my place on Sunday night the 1st June. For interest the initial copy was 24 xA4 hand written sheets. My practice is to type out the notes on the PC, without a final layout and save to a disc. [Final pc version amounted to 16 A5 sheets and 29.2KB] This stage was reached by Tuesday afternoon.

From bitter experience the next step is most important. Have the document proof read before final printing!! It was arranged that "Smokey" would check the draft on Wednesday the 4th June. My PC version was duly checked and was found to need 43 corrections, ranging from incomplete words, incorrect spelling to leaving words out altogether!!!

Nothing to be proud of but I was sure it was all correct when I handed it over for proof reading!!? as I read it though!!

Thank goodness for the ease of correcting mistakes on PC`s. I have the front and rear pages, plus the photo index on disc which are constant throught the year accept for changing the month on the front cover. Problem, no way would the disc respond to call up. After much muttering I arrived at the option of scanning a previous copy of a Bulletin and putting it on to a disc from which I could then alter the month [to June] and have myself a new copy for further use.

Due to my high level of computer skills this turned out to be a dismal failure and consequently I have ended up pasting the "June 2008" on to a scanned copy of an old Bulletin. I compile the final PC print out and paste it to A4 sheets for printing.

Thats when one finds out you have blank sheets!!

Due to all this drama, time is marching on. Not forgetting the Monday prior to the Tuesday meeting is a public holiday!

Printing is done by "Office Works" who need some printing time [24 hours min]. Having picked up the printing I still have to staple and fold the copies into booklets.

So here I sit writing this story, the final paste up still to be done. Hope we make it OK. Tuesday's meeting will tell.

SOME MORE OTHER THINGS.

One often sees plans/details for the manufacture of "Tool and Cutter Grinders". There has been some very well thought out presentations published over the years, and full marks to the creators of these devices. Any fixture that can hold an end mill cutter and position it for the grinding of its cutting edges has got to be significantly better than trying grind one off hand!

I am fortunate in having an old, but in good condition, HERCUS T&C grinder. This came with a full range of accessories.

Though the years, and with a trade background I have managed to master the sharpening of a range of tools to a practical level, which short of my own stuffups, give good results.

The observation I make is that if your are setting out to construct your own cutter grinder spent the time and thought to make the structure as solid/heavy as possible within your design limits, thereby avoiding vibration. Make slides that move smoothly and are adjustable, and can be locked in position when called for. A mountable index head is a great asset incorporating a means of holding a chuck or collets. Ensure you have a vibration free mounted motor, which will give or drive a system that will give an effective grinding wheel speed.

T&C grinders of all levels of sophistication are a great asset for a wide range of functions. Some of the operations can prove frustrating, but there's nothing like learning from a hands on approach. If you are going to construct your own try to have a look at, or discuss your thoughts with someone who has some practical background.

[The above comments bear no reflection on any published proposals and are my own thoughts on the matter. B.Coles]

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2007----- 2008

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